Cause of the Explosi

PRICE TWO CENTS.

STORY OF THE DISASTER. SCENES IN HAVANA BAY AND

ALONG THE CITY FRONT. Cries for Help from the Sinking Ship-The Bay Hamined by the Burning Maine-Unfeeling comment of the Thoughtless Crowd Ashere - Bursting Shells Scatter Debris Far

and Wide - The Brave Work of Rescue, Havana, Feb. 16, via Key West, Feb. 17,-At 9:45 o'clock last night, as THE SUN reporter was sitting in the Central Park talking to some friends, the skies over the bay were seen to be brightly illuminated for about ten seconds simultaneously.

Then a most terrific explosion was heard which shook the whole city and threw it into great constornation. Knowing that something unusual had occurred, the reporter took a cab and drove to the wharves from which direction the detonation had come.

On arriving there he noticed that all the lights in the streets, as well as in the neighboring houses, had been extinguished, but the bay was brightly lit by the flames of the burning ship. which was easily distinguished as the unfortusate Maine by its well-known mast, one having already fallen, due to the explosion, Scream and cries were heard coming from the sinking ship, for she went partially down very soon after

the explosion. Mingling with the echoes of the wails of the wounded and drowning sailors were heard the shouts of "Viva España!" "Mueran los Americanos!" "Mañana tendremos buena pesca en la bahia!" ("We shall have good fishing in the bay te-morrow") and such remarks coming from the Spanish rabble, who were congregating in great numbers around the wharves and seemed greatly delighted at the misfortune which had befallen the Americans.

It was then that for the first time the suspicion of foul play came to the reporter's mind. Having induced a boatman to take him to the side of the burning vessel the reporter saw a sight most horrible and not possible to describe. Near the ship were already two boats of the Maine with a few officers and men who were rescuing their shipmates. The Alfonso XII. not far distant, had also sent some of her boats, which were assisting. Some of the sailors who were rescued were taken to the Alfonso XII. others to the City of Washington, some to Regia, the steamship Colon, and to the wharf of the Machina. It is marvellous how some of them could swim, as they were nearly all very severely hurt. One man had both legs fractured, another had an ankle shattered, and nearly all were severely burned. All of them received the best possible attention wherever

The sanitary corps of the Fire Department, as well as of the Spanish marine corps, stationed themselves at the Machina and there gave the first medical attention to the men as they were brought in. After receiving treatment the men were carried in litters or ambulances to the hosnital of San Ambrosio or to the Alfonso XIL The Maine immediately after the explosion began to burn flercely. Every few minutes a shell would burst, scattering the burning debris all

Notwithstanding the imminent danger of being struck, a boat of the Maine was constantly encircling the ship looking for any one who night be in the water. A few firemen got on board and rescued two sailors. One of the fire men had his clothes and hair burned.

Although over 200 men were still on board, not a sound of a living being could be detected on the ship. Just then an officer on one of the Maine boats approached the ship, and with a voice that could be heard far away in the stillness of the night called out:

"If there is any one living on board, for God's sake say so!"

All waited for an answer, but none came, save the echo from the shore. Seeing that it was useless to try to save any more near the vessel, which was already the iron coffin of hundreds of men, ter departed from the scene and went on board the City of Washington, where Capt.

suffering he was undergoing, and although he was burned about the head he never complained. When he was asked about the cause of the explosion he said: "I cannot tell you. All was right on board."

he continued. "The men had just retired. The keys of the magazine were all in my room." A little while after that Consul Lee and Vice-Consul Springer arrived, and, after having a talk with them, Capt. Sigsbee shut himself in one of the staterooms on the City of Washington, refusing to see any one else. On board the

City of Washington were soveral officers and men who wore only their underclothing, having had no time to dress themselves. From the Washington the reporter went to the Palace, where all the authorities both civil and military had congregated around Gen. lanco. As the reporter was going up the steps of the Palace he passed a group of officers who were discussing the incident. One of them said: "I guess this will bring the war that we all

At the Palace everybody said that the cause of the explosion was the bursting of a torpedo that one of the Maine's men was cleaning. This was absurd. Everybody knew that no torpedoes are ever cleaned at 10 o'clock at night. A great many rumors are circulating concerning the cause of the explosion. The most prevaest one is that a small torpedo was placed gainst the vessel, and that concussion caused the explosion of the guncotton in one of the agazines. This theory seems to be sustained by the fact that there were two distinct explo-

sions. The first was not very loud. All the morning the buy was awarming with little boats searching for the bodies. About ten had been found floating in the water at 9 o'clock. The windows and doors of many buildings facing the bay were shattered. The Café Luz was damaged to the extent of \$3,000. The part of the deck of the Maine that was still bove water was like the crater of a volcano. It was still smoking at 10 o'clock this morning Chaplain Chidwick is with the wounded at the kompital. The Maine had 354 souls aboard, all told. There were 101 survivors. The Spanish authorities report this morning that the bodies I two officers were found. They are supposed

to be Jenkins and Merritt. Of the wounded four will certainly die. A few sailors are held here to identify bodies Divers will be secured as soon as possible. One horror was saved. Havana Bay usually swarms with sharks. At the sound of the explosion they were frightened away. Cannon were discharged all day to keep them from re-

The sailors in the hospitals are bearing their sufferings with great courage. Not a complaint is heard. They all talk light, and they believe that the Maine was blown up purposely.

FUNERAL AT HAVANA.

The Public Pass Through City Hall, Where

55 of the Bead Lay In State. HAVANA, Feb. 17.—At 3 o'clock this afternoon a immense crowd gathered in front of the City Hall, It had been announced that the funeral

procession of the victims of the Maine disaster would start from this place. The municipal Government of Havana occu-ples only the west side of the big old two-story allding called the Palace, which is the tradi Menal residence of the Spanish Governor-Genstals of the island. In front is the well-known equare called the Plaza de Armas. At the rear of the building is Mercaderes street and

O'Reilly street is on the east side. The entrance | VIZCAYA DUE HERE TO-DAY to the City Hall is on Obispo street, which is too narrow for so great a number of people as gathered there to-day.

The Plaza de Armas and all the surroundings of the Palace were crowded with spectators of all classes. Ropes were stretched across Obispo and O'Reilly streets to prevent vehicles from

entering them.

It was known at 3 o'clock that twenty-two odies were lying in state at the City Hall, but the news soon spread that other bodies had een rescued by the divers who are searching the bay by order of the Spanish authorities. Sun's correspondent visited the hall

in which the twenty-two bodies lay in state. So unwonted a spectacle will probably never be seen there again. The bodies of the poor American sailors rested in the Palace of the Spanish Government in Cuba. The hall was filled with wreaths and flowers sent by private corporations, banking and mercantile houses, and Cuban and American ladies. There were also wreaths sent by the Spanish Army and Navy. The public was allowed to pass through the hall and see the bodies of the victims. The utmost order and decorum was observed.

The report that two of the wounded had died in San Ambrosio Hospital, and that Gen. Blanco, in spite of the announcement made yesterday, was not going to participate in the funeral, was confirmed. As an explanation of Gen. Blanco's decision it was said that the ancient laws of the Indies or Leyes de Indias, a famous collection of royal decrees which the Spain began to publish in the fifteenth century, forbid the Captains-General of the colony personally partici-pating in funerals of this kind. Gen. Gonzalez Parrado, second in command, was accordingly to represent Gen. Blanco at the funeral. Consul-General Lee was notified of the fact and of the existence of the old Spanish law. But the Governor-General called last night on Consul-General Lee at the Hotel de Inglaterra

and expressed his sympathetic feelings.

When the correspondent left the City Hall to inquire about the above re-ports he received information that eighteen more bodies had been rescued by the divers from the bottom of the bay. A few noments later be learned that fifteen more had also been rescued by the same divers. They were all placed in the City Hall with those that

were first brought there. From early in the morning invitations to the funeral were sent out by the municipality of Havana, which is defraying all the expenses It was announced also throughout the city that the Colonial Government, the military and navy authorities, and the battalions of volunteer and firemen were going to participate in the

RECOVERING THE DEAD. The Bodies Are Found All Around the Shores

of the Bay. HAVANA, Feb. 17-6 A. M .- So far only twentyone bodies have been recovered out of the 250 odd men on the battleship Maine who perished

as a result of the explosion. These bodies have been recovered at various points in and along the shores of the bay. Eight were found at Regla, a little town opposite this city: five drifted ashore at Casa Blanca, another village; one body was recovered at Talla Piedra, and seven were secured in the bay itself. Two eadless bodies have just been taken to the

In addition to these, many fragments of bodies have been found in the water in the neighborhood of the shattered battleship.

Among the articles picked up which belonged to the equipment of the Maine are several cases containing sea charts, apparatus and clothing. These have been taken to the Machina wharf. Most of the mercantile houses in this city recaived cable messages vesterday from their coring for details of the disaster to the Maine, and making especial inquiries as to the cause of the explosion. No definite answer was given in any case, the reply being that mystery still sur-

nded the cause of the catastrophe. Pedro Perol y Caballero, an officer of the Spanish Navy, has been appointed by the naval authorities a special judge to make an investigation into the disaster.

THE WOUNDED IN HAVANA. Miss Wilberforce's Gentle Ministrations to the

HAVANA, Feb. 17 .- The wounded are cared for in the hospitals by Miss Wilberforce, who represents the Red Cross Society. The nobic ork of this charitable woman is worthy of all praise. She has not taken a moment of rest. from one bed to another she brings consolation and comfort to the hapless victims of the awful

The Bishop of Hayans, Don Manuel Santan ler y Frutos, who is popular among the Cubar population on account of his manly protest gainst Weyler's warfare when no one dared here to oppose the terrible Captain-General, has also visited the American wounded.

CALLERS ON GEN. LEE. Great Many People of Havana Erare

HAVANA, Feb. 17 .- Capt. Sigsbee and the ther officers of the battleship Maine who have remained here have taken rooms at the Hotel Inglaterra, Every one of them, when questioned, says he does not know the cause o

Gen. Lee received vesterday a large number of callers, who came to express condolence. Many of these visitors were women.

The public and other buildings in Havana dis played flags at half mast. These flags will fly at half mast until after the burial of the vicims, which will take place at 3 o'clock this af-

NO SPANISH DIVERS WANTED. Consul-General Lee Won't Let Them Enter the Hull of the Matur.

HAVANA Feb. 17 .- Consul-General Lee has re used to accept the services of Spanish divers, as offered by Admiral Manterola, to assist in the work of recovering the bodies of the American allors which are still in the hull of the Maine. It is believed that many bodies will be found rithin the vessel's hull.

Gen. Lee will do nothing with the wreck pending the arrival of the American court of nquiry.

WRECKING TUG NOT BENT.

No Orders Yet from Washington to Go

Try to Raise the Maine.

The Merritt & Chapman Wrecking Company had not sent a wrecking tug to Havana up to 1 o'clock this morning, and no notification to do to had been received in this city. This company was one of the first to offer to dismantle th sunken Maine, or to try to raise her if such a thing should seem possible, and it was reported from Washington that the company had been directed to send vessels to do preliminary work of saving property pertaining to the warship. Capt. David Wolcott of the wrecking tug I. J. Merritt had his vessel read" to sail early yester

day afternoon, but got no orders. Mr. Merritt said yesterday afternoon that the company knew no more about the condition of the Maine than had been printed in the papers, but that he stood ready to try and raise her anyway, and had so notified the Navy Depart

ment.

There is absolutely nothing to equal the luxury and solid comfort of a ride between New York and Chi-eago on the new "Lake Shore Limited" of the New York Central-Lake Shore route. The greatest trav-ellers attest its perfection.—46s.

BOAT PATROL TO GUARD THE SPANISH CRUISER.

Admiral Buson Asks for the Police Beat to Help-Vizcaya Will Probably Anchor in the North River-Her Officers Will Pay the Mayor a Vist of Courtesy with the Spanish Consul-General, and Offer Their Condolonces on the Disaster to the Maine.

The Spanish armored cruiser Viscaya will doubtless enter this harbor to-day.

The Navy Department has taken steps to have suitable guard of patrol boats established about her while she is here and has asked the police to lend the Patrol and a sufficient number of policemen for the same purpose. The officers of compliment to the Mayor, according to estab

Lieut, Alexander Sharp, Jr., U.S. N., with an other officer in an ensign's uniform, and a third man, who looked like a Spaniard, called a Police Headquarters last night. They wanted to see Chief McCullagh, but he had gone home so they were referred to Capt. Vredenburgh vho was in charge.

Lieut. Sharp said that he was attached to the office of Theodore Roosevelt, Assistant Secretary of the Navy, and that he had just comover from the Navy Yard at the request o Admiral Bunce, to ask for a detail of policemen to help guard the Viscaya, He said that the Admiral had arranged to keep two tugs full of marines alongside the Vizcaya while she was in this port and wanted to know whether the local author ities would assist in the work of protecting th Spaniard by detailing the police boat Patrol to lie alongside. He also wanted policemen to guard the Vizoaya's officers and men when they came ashore.

Capt. Vredenburgh told the officers that he had no authority to grant Admiral Bunce's request, and advised them to see Chiet McCul lagh this morning. Lieut, Sharp rang up both the Chief and Deputy Chief Cortright on the telephone from Police Headquartors, but they were not at home.

The officers and their companion then went to Jersey City to consult the police there. At the navy yard Admiral Bunce would not

tell of his preparations to guard the Spaniard. The Spanish Consul, Senor Arturo Baldasano said last evening: "I expect the Vizcaya in to-morrow, and

have consequently sent word to the authori tics announcing the usual visit of courtesy which I will pay them with the commande and officers of the cruiser. We will expres also to the authorities our condolences fo the horrible disaster that befell the Main at Hayana. So far as I know there is no trutl in the published reports that orders will be con veyed to the Vizcaya not to enter this harbor Up to this time I have heard of no such orders. This was at 7 o'clock last night.

It was said last night by an officer on the an chorage cutter Manhattan that she had order to go down to the Hook and meet the Span ish battleship Vizcaya, in case she should be sighted, and anchor outside the bar. Capt. Stod dard of the Manhattan said in the afternoon that he did not see why the cutter should go to the Vizcaya and take her to anchorage. That was the duty of the Sandy Hook pilot who migh bring her in. Other visiting war vessel have found anchorage without the assist ance of the Manhattan. Her duty is to see that all craft keep outside of the channel while in port. If they anchor in the fairway i is the duty of the cutter to help them to anchor age grounds if they are unable to get there without great trouble to themselves.

The chances are that the Vizcaya will go to the usual North River anchorage off the foot of Twenty-eighth street.

There were reports last night that the cruise: had been seen off the New Jersey coast coming north, but the watchers at the life saving sta tions did not see her.

The Vizcaya is a twin-screw armored cruiser of 7,000 tons displacement. She is 340 feet long and 65 feet in beam, and her indicated horse power is 13,000. She has a 12-inch belt of armor on her sides and 104 inches of steel on the barbette. She carries two 11-inch rapidfiring guns, ten 5-inch rapid-firing guns, one machine gun and fourteen guns of lesser calibre. Her speed is 20 knots an hour The Vizcaya was launched in 1891. Her cost was \$3,000,000. She left Las Palmas Canary Islands, on Feb. 5, bound for New York under the command of Capt. D. Antonio Eulat. The Maine had left Key West for Havana or Jan. 24. The Vizcaya carries a total complemen of 402 men, and the officers said to be aboard he pesides Capt. Eulate are Commander Roldan Lieutenant-Commander De Fuentes, Lieute Suances, Ristori, Magaz, Pazos, and Cugo, Sub Licute, Sobrino, Gonzales, and Manjon, Purse Urdapilleta, Drs. Jurada and Tornell, Chaplais Riera, Captain of Marines Balcato, and Chie Engineer Fontels.

The Viscaya is one of the crack modern crui ers of the Spanish Navy, being one of the three sister ships built seven years ago at Bilbao. The other two are the Infanta Maria Teresa, wel known in these waters, and the Almirante Oquendo.

ESTRADA PALMA IN TAMPA. The Head of the Cuban Junta Gives His Views on the Maine Disnet

TAMPA, Fla., Feb. 17.-T. Estrada Palma head of the Cuban Junta, arrived in Tampa to night on the steamship Olivette from Key West He has been there for a week consulting with the prominent Cuban sympathizers relative to ways and means for raising funds for the insur gent cause. He reports every condition favorable and he is well satisfied with his trip. He will remain in Tampa for a few days on a similar ilssion, and will deliver lectures to raise funds At the steamer he was met by a delegation of hundred Cubans, headed by Col. F. Figuerado, delegate of the Junta in Tampa, and was escorted to the latter's home, where he will

Figuerado, delegate of the Junta in Tampa, and was escorted to the latter's home, where he will remain during his stay here.

An elaborate celebration had been prepared by the Cubans here in honor of Schor Palma's visit, but on account of the destruction of the Maine and the burial of the men killed in the explosion the celebration was declared off. Tonight Schor Palma was seen by The Sun correspondent, and talked briefly on the destruction of the Maine. He said:

"As the head of the Cuban party in the United States it would not be the proper thing for me to express myself too freely, but I have a very strong idea that Spanish treachery was at the bottom of the affair. A number of trustworthy and experienced naval men have demonstrated to my satisfaction that such an occurrence would have been impossible from ordinary causes, and I think an investigation will demonstrate the truth of my suspicions.

"If it is disclosed that the Spaniards are responsible, then all relations between the United States and Spain should cease at once. The matter is very delicate, but an immediate and thorough investigation should be made by this Government. The Cuban cause cannot suffer by the incident in any event, and it is more than probable that it will profit by it. The occurrence is greatly deplored by the Cubans of the entire country, and Cuban flags are at half mast in respect to the dead sailors." Tampa has been in wild a state of excitement. In many parts of the city business was practically suspended and companies of volunteers were being formed to go to Cuba in the event of a declaration of war by the United States.

Helief for the Sufferers.

Relief for the Sufferers.

WASHINGTON, Feb. 17 .- Mr. McClellan of New York to-day introduced a resolution in the House to provide relief for the sufferers by the Maine disaster. It authorizes the payment to the widow, children, and other legal heirs of each widow, children, and other legal heirs of each victim of a sum equal to twelve months' pay. This provision was made in the case of those who lost their lives in the disaster at Apia. Samoa, March 4, 1889. The personal losses of the survivors will be provided for, it is supposed, after examination and determination by d, after examination and deter-itable board.

THE BOARD OF INQUIRY. Capt. Sampson at Its Hend-Prof. Alger on the

WASHINGTON, Feb. 17.-In order to facilitate the selection of the officers to compose the Board of Inquiry into the disaster of the Maine, and to save Admiral Sicard any possible embar rassment, Secretary Long to-day telegraphed the Admiral suggesting that Capt. William T. Sampon, commanding the Iowa, and Capt. French E. Chadwick, commanding the New York, be ap-

pointed members, with Lieutenant-Commander Adolph Marix of the receiving ship Vermont as Judge-Advocate, Admiral Sleard, who is at Key West on the New York, promptly responded in a message, saying he had selected these officers and Lieutenant-Commander Potter, executive officer of the New York. Capt. Sampson will be President and Lieutenant-Commander Marix Judge-Advocate. The latter left Washington to-day for Key West, whence he will proceed immediately after his arrival to

Stronger and more competent selections could hardly have been made. Capt. Sampson was chief of the Bureau of Ordnance for several years and is familiar with the use of torpedoe and the resistance of explosives to heat. Be sides, he is a man of positive convictions and has the thorough confidence of the naval administration. Capt. Chadwick was until recently chief of the Bureau of Equipment, and as such knows all about the possibilities of spontaneous combustion in coal bunkers and the character of the coal used on the Maine. Lieutenant-Commander Marix was executive officer of the ill-fated vessel, and is familiar with her construction fro stem to stern. As Lieutenaut-Commander Marix cannot reach Key West until to-morrow night, the board will not be able to start for Havans until Saturday morning. They will begin the inquiry at once, and authority has been given them to employ divers and spare no expense in getting at the truth of the cause of the disaster. Much doubt is expressed as to their ability to get at the facts on account of the condition of the fore part of the Maine. according to one of her officers, her entire fore body has collapsed. Divers may discover some thing to indicate how the battleship had met her fate, but as the magazines appear to have exploded, there is a general belief that nothing n which to base a tangible theory will be discovered.

Capt. Sigsbee and his officers are keeping their nouths shut tightly about the disaster. They are giving no views as to the cause or probable cause. Undoubtedly the officers have been told to do so by Capt. Sigabee, who is techni cally responsible for the loss of the Maine and is dependent on the verdict of the Board of Inquiry for his exoneration from any blame. In none of his official despatches has Capt. Sigsbee expressed any opinion as to what caused her destruction. This cautious proceeding is justified by the courtesy which Cant. Sigsbee must show the Board of Inquiry. It is also not inconsistent with the sugrestion that Capt. Sigsbee suspects treachery though he has not sent a word to that effect to the Navy Department.

The theory expressed yesterday in naval circles that the explosion came from within the Maine remains practically unchanged to-day in the absence of any tangible information. Mr. Philip Alger, professor of mathematics in the navy, who was at one time a line officer and is detailed as an expert in ordnance matter at the department, expressed himself at length on the subject to-day. His opinion is valuable on account of his experience in dealing with explosives. "I am firmly convinced," he said, "that the explosion was not caused by a torpedo or any ex-

ernal cause. Common sense can accept no such theory. The only reason that such an opinion is held at all is that the accident happened at this time in the harbor of Havana. Sensible men, in seeking an explanation of an occurrence of this sort, prefer to consider those causes which are probable, rather than those which are improbable. A tornedo or mine would not have exploded the Maine's magazine. Several thickcases of steel plates and bulkheads intervened between the outer hull and the magazine. A torpedo or mine would simply have done the usual work of such a weapon-torn a hole in the hull, through which the water would have poured in and caused the ship to sink at once. heard all over the city, followed by fire, dispose of the torpedo theory. Most of the force of an exploding torpedo is expended under water, and the characteristic sound is a dull roar. In my opinion the cause of the disaster was the explo sion of the magazine from within. There is onstant danger of such an accident, and although our navy has never lost a ship in that manner, other navies have, and there have been several occasions when such a disaster to s United States ship was prevented just in the lick of time by flooding the magazine with water. In the case of the Maine, a fire may nave originated in the contiguous coal bunkers and grown until the heat was sufficient to cause the explosion in the magazine. This might have happened in spite of the close and careful watch that every warship's commander is instructed to keep in order to prevent just such a disaster. As to the theory that somebody smuggled a omb on board and succeeded in reaching the magazine with it, Prof. Alger regards that as too wildly improbable to be seriously considered. "Such a person," he says, "armed with a bomb of sufficient proportions to explode the magazine, carefully protected as it was, could hardly have secured access to the vitals of the ship. I am certain that fire from within, originating in some one of many possible ways, ex-

hardly have secured access to the vitals of the ship. I am certain that fire from within, originating in some one of many possible ways, exploded the magazine and caused the disaster."

Another officer suggested to The Stor reporter that it would be well to take literally Capt. Sigsbee's advice about the suspension of public opinion and not to indulge in the view that an accident caused the disaster until the board of inquiry made its report. He said it might be interpreted into a reflection on the reputations of the Maine's officers to say that an accident, which presumed carelessness, was at the bottom of the terrible affair.

A wild report, purporting to come from Havana, that divers had dis overed an eight-inch concussion hole in the hull of the Maine was circulated around Washington today, and was credited in some quarters. That it was untrue was proved by a despatch from Capt. Sigabee, received late this afternoon, reporting that diving operations had been prevented by rough weather. This was only one of the alarming rumors that were given currency.

War and rumors of war were in the air without any tangible foundation. They grew out of the fake stories printed in sensational newspapers. It is undoubtedly true that the Administration, despite its official expression of opinion that the loss of the Maine was due to an accident, is not listicasly overlooking the suspicious fact that the destruction of the magnificent armor-cfad occurred in Havana harbor, of all places at this critical period in the relations between Spain and the United States. While no active proparations for meeting an emergency are being made, there have been discussions among the higher officials with a view to facing any issue that may arise as a result of the report of the Board of Inquiry. The sect that Secretary Long and his subsequent call on President and the Secretary of the Navy. The Board of Ordinance and Fortifications, which is holding its monthly meeting in Washington has decided to propoug its sessions, and rumor has it tha order that the Board may be ready for business if Capt. Sampson and his brother officers, who are going to Havana to inquire into the Maine disaster, make a report that supports the suspicion of foul play in the battleship's destruction. The Board of Ordinance and Fortifications makes allotments of arms and ammunition for coasi defences, and would be an important body in the event of war.

Why Not Buy a New Book ? Hale Co., 15 Stone St., next Produce Exchange. SPAIN DISAVOWS DE LOME.

THE SUN'S ANNOUNCEMENT ON TUES-DAY IS OFFICIALLY CONFIRMED.

betract of the Spanish Government's Note Cabled by Minister Woodford-It Is a Complete Bisavewal of the Canelejas Letter-The Washington Administration Satisfied.

WASHINGTON, Feb. 17 .- President McKinley eccived from Minister Woodford at Madrid to-day the Spanish Government's formal disavowal of Dupuy de Lome's letter to Señor Canalcias, which resulted in the Minister's resignation and his abrupt departure from the United States. The disavowal is in the form of a cablegram from Minister Woodford, dated Feb. 17, giving an abstract of the Spanish Government's note, handed to him last evening. On Monday evening last Minister Woodford notified the President that the disavowal was forthcoming, and it was on the basis of this notification that THE SUN exclusively published the fact that President McKinley authorized the announcement that the incident was closed. This announcement is repeated to-day. President and the Administration officials ex pross themselves as entirely satisfied with Spain's "disclaimer," and the controversy is ended. The abstract of the Spanish note is as follows:

"The Spanish Government, on learning of the incident in which Minister Dupuy de Lome was oncerned, and being advised of his objectionable communication, with entire sincerity la-ments the incident which was the cause of the interview with the Minister, and states that Minister de Lome had presented his resignation and it had been accepted before the presen tation of the matter by Minister Woodford. That the Spanish Ministry, in accepting the resignation of a functionary whose services they have been utilizing and valuing up to that time, leave it perfectly well established that they do not share and rather, on the contrary, disauthorize the criticisms tending to offend o censure the chief of a friendly State, although such criticisms had been written within the fiel of friendship and had reached publicity by artful and criminal means. That this meaning had taken shape in a resolution by the council of Ministers before Gen. Woodford presented the matter and at a time when the Spanish Gov ernment had only vague telegraphic reports oncerning the sentiments alluded to. That the Spanish nation, with sound and greater reason words contained in the letter reflecting upor the President of the United States.

"As to the paragraph concerning the desira bility of negotiations of commercial relations, if even for effect, and importance of using a repre sentative for the purpose stated in Senor Dupuy de Lome's letter, the Government expresses concern that in the light of its conduct, long after the writing of the letter, and in view of th unanswerable testimony of simultaneous and the Spanish Government has given proof of its real desire and of its innermost convictions with respect to the new commercial system and the projected treaty of commerce.

"That the Spanish Government does not now consider it necessary to lay stress upon or to demonstrate anew the truth and sincerity of its purpose and the unstained good faith of its in-

"That publicly and solemnly the Government of Spain contracted before the mother country and its colonies a responsibility for the political and tariff changes which it has inaugurated in both Antilles, the natural ends of which, in do-mestic and international spheres, it pursues with firmness which will ever inspire its con-

Gen. Woodford also sent this cablegram to lay: "MADRID, Feb. 17, 1898.

To Secretary Sherman, Washington;
"Have just received official communication from Spanish Minister of Foreign Affairs that the Queen Regent has to-day signed decree appointing Senor Polo y Bernabé Minister from Spain to the United States. He is a son of Admiral Polo, formerly Minister-in-Chief of the Commercial Bureau in Spanish State Depart ment. Speaks English, and is familiar with commercial affairs. Was Secretary of Legation at Washington when his father was Minister.

HOW THE TWO OFFICERS DIED. Gen. Binuco Offers a Public Funeral to th

WASHINGTON, Feb. 17.-The first details of the manner in which Lieut, Jenkins and Assis tant Engineer Merritt met their deaths came from Consul-General Lee in a despatch to the State Department this afternoon. Merritt was nearly saved. Gen. Lee's account follows:

"Merritt in junior officers' mesaroom, Jenkins n wardroom messroom at time of explosion Jenkins left before an officer who was saved. but must have gone wrong way. Lights out im mediately and water rushing in Merritt got to hatch with Cadet Boyd. Boyd climbed through and tried to pull Merritt up, but latter let go his hand, fell back, and was drowned. Bodies of these officers not yet found; possibly in wreck Sailors' funeral to-day at 3. Will be immense

One of the saddest things about the terrible disaster is that the bodies of the dead will not be brought back to this country for interment They will be buried in Havana. This decision was caused largely by sanitary reasons and partly on account of the fact that many of the bodies are unrecognizable. There is no fund for paying the funeral expenses of sallors who die abroad, and it will be necessary to ge a special appropriation for the purpose. The following telegram telling of funeral ar

rangements was received by Secretary Long

this afternoon from Capt. Sigsbee: "Gen. Blanco called on me personally at the notel last night, also the Mayor of the city. They have requested me to permit the Government to give a public burial to the dead already found, n order that public sympathy here may be ex-Ground for burial has been

pressed thereby, and honor shown the cured. It is assumed that I am expected by the department to bury the dead here. In fact, it would be impracticable to transport the remains to the United States. Means an facilities are lacking. I have accepted the offer of the authorities, and there will be a public funeral at 3 o'clock to-day. All here from the Maine will go, also a delegation from the Fern. Fifteen bodies recovered. Diving operations prevented by rough weather."

This reply was sent by Secretary Long: Telegram received and action approved Express to Captain-General Blanco and to the Mayor and people of Havana the thanks of the department and its appreciation of their action n extending the honors you have reported to those lost on board the Maine.

All day long clerks of the Bureau of Navies. tion were kept busy getting up corrected lists of he survivors and victims and sending out tele grams in answer to frantic inquiries about men who were on the battleship. The department was fortunately able to relieve many heartaches by ascertaining that a number of apprentices and seamen who had been ordered to the Maine were otsent there, and are now aboard the Texas and the Detroit. To all inquiries as to men not on the list of the saved the Navy Department sent answers that these sailors and marines were probably lost. Two telegrams were sent to Capt. ligabon telling him to hurry up the list of saved sefore a reply was received. It was not until nearly 3 o'clock in the afternoon that his first elegram of the day came, and this gave rise to he report that the cable between Key West and Havana had been cut. No explanation of the aterruption to communication was furnished

THE MAINE A TOTAL WRECK.

But the Government Will Not Allow Her Math to Remain in Mayana Harber.

WASHINGTON, Feb. 17.-The conclusion is rapidly forcing itself on the Navy Department that the Maine is a total loss. Corroboration of this was given to-day in a telegram from Bear Admiral Sicard to the Navy Department:

"In the opinion of Lieut. John Hood of the Maine, who has just returned from Havana, wired the Admiral, "the Maine can never again be utilized as a ship. He describes the who forebody of the ship as completely collapsed. where the shock of the explosion was heaviest. Photograph of wreck sent department to-day

The Government will not let the sunken hulk remain in the channel of Havana harbor. It will be a matter of national pride to remove the wreck no matter what the cost. No favors will se asked from Spain in taking the wreck from her present position, where it is a menace to navigation. When the Lord Howe went down in the harbor of Liebon the British Government spared neither money nor effort in removing every vestige of the wreck. Yester: lay the Navy Department sent telegrams to wrecking companies inviting proposals for raising the Maine. Since the receipt of Lieut. Hood's opinion it has been decided to secure opinions as to the advisability of attempting to save what is left of the ship, and this afternoon telegrams were sent to officers of the Merritt Wrecking Company of New York and the Boston Towboat Company to come to Washington for conference on the subject.

It is worthy of note that the Navy Department had intended to relieve the Maine from her duty of protecting American interests in Havana on the very day she was destroyed. She was to have been sent to the Mardi Gras celebration at New Orleans and a small cruiser sent to take her place in the Cuban harbor. This order was never issued, as the department decided that the Maine should remain as a precautionary measure. Secretary Long repeated to-day his statement of yesterday that another vessel would not be sent to take the place of the Maine for the present."

The President will send a special message to Congress asking an appropriation of \$200,000 for raising or removing the Maine and for other expenses connected with the disaster.

THE DISASTER IN CONGRESS.

enator Allen of Nebraska Proposes an In vestigation by the Naval Committee. WASHINGTON, Feb. 17 .- In the Senate this norning, Mr. Allen (Pop., Neb.) offered the following:

Resolved, That the Committee on Naval Affairs be directed to make immediate and thorough inquiry nto the cause of the destruction of the battleship Maine in the harbor of Havana, and to report the reult of the same to the Senato.

Mr. Hale (Rep., Me.), Chairman of the Comnittee on Naval Affairs, said that he had no objection to the resolution being sent to that mmittee, but that the executive branch of the Government was investigating the matter and had all the means and appliances of getting at the real truth as to that melancholy event The Secretary of the Navy was engaged in that work and was using every means at his disposal o get at the truth. He did not know that the committee on Naval Affairs could of itself do very much except to act through the departent and get the information. As soon as the secretary of the Navy got it he could of course nunicate it to Congress.

Mr. Allen said that he wanted the resolution dopted. Senators who were not members of the Committee on Naval Affairs or of the Committee on Foreign Relations could obtain no information as to what was going on. They were rigidly excluded as though they were not United States Senators. He would like to know what progress was being made in the inquiry as to that unfortunate disaster. He would like to ave the resolution adopted without any debate. He did not wish to engage in any discussion of the matter.

Mr. Chandler (Rep., N. H.)-I object to the onsideration of the resolution. Mr. Hale-That will carry it over for the day. Mr. Allen-Then it will disappear for twenty-

The resolution went over.

POREIGN COMMENT.

Special Cable Despatch to THE SUN. LONDON, Feb. 17.-The London evening newsapers to-day again discuss the destruction of the United States warship Maine, and all urge suspension of judgment until the cause of the disaster shall become known. The Globe says: The mysterious circumstances are certain to suggest to our minds that something more than

Further Expression of Views on the Havan

the person committing it must have done so upon his own initiative and with the view of in juring the Spanish cause." The St. James Gasette says that the restrain of the Americans in passing judgment upon the affair is all the more creditable in view of relations existing between Spain and the

an act of God sent one of the finest American

warships to the bottom. If it was a wilful act

United States. THANKED BY GEN. WOODFORD. The Helpfulness of Spanish Sailors in Havans

Bay Duly Acknowledged. Special Cable Despatch to THE SUR MADRID, Feb. 17 .- United States Minister Woodford and the attachés of the Legation this afternoon visited Admiral Bormeio, Minister of Marine. Minister Woodford, on behalf of the United States, thanked him for his and the Cabinet's expressions of sympathy in connection with the catastrophe in Havana Bay, and for the humarity of the officers and sallors of the spanish warship in helping in the rescue of the

survivors. After his visit to the Ministry of Marine Gen. Woodford visited Senor Gullon, Minister of Foreign Affairs, and Senor Moret, Minister of

the Colonies.

VICTORIA'S SYMPATHY. She and Lord Salisbury Cable Messages of Condelence

Special Cable Despatch to THE SUR. LONDON, Feb. 17 .- The Queen and Prime Minster Salisbury, the latter on behalf of the Government, have set aside diplomatic precedent and telegraphed direct to Washington messages expressing profound sympathy with the Ameri cap Government and nation because of the Maine disaster.

> Another Spanish Theory. Special Cable Desputch to THE SUR.

Madrid, Feb. 17 .- The Commander-in-Chief of the Spanish navy, in an interview to-day upon the subject of the disaster to the Maine, said The Maine had on board a new explosive in the preparation of which gun cotton, manufac tured by a special process adopted in February, 1897, was employed. Explosives description are very dangerous, the least friction causing an explosion. I believe that the destruction of the Maine was due to that cause.

Pure Fabrications.

WASHINGTON, Feb. 17.-It can be stated on the highest authority that the alloged interviews published this morning quoting Secretary Long. Assistant-Secretary Roosevelt and other Administration officers as saying that they believed the explosion on the Maine not to be the result of an accident are pure fabrications.

Whatever the Administration officers may have thought, they have not said that the explesion was caused by design, and they to repudiate as utterly false all alleged interviews which report them as saying the explosion was not the result of accident,

THE MYSTERY UNSOLVED.

ONLY THEORIES AS TO THE CAUSE OF THE MAINE DISASTER.

A Board of Inquiry Appelated and on its Way to Havana to Ascertain the Pacts-No Wayship to Be Sent to Take the Place of the Maine-No Foundation for Stories About Secret and Sensational Despatches.

WASHINGTON, Feb. 17.-The mystery of the explosion that destroyed the battleship Maine in the harbor of Havana on Tuesday night, sending 260 gallant sailors to an untimely death, is still unsolved. A board of naval officers has been appointed to learn the truth, if possible, and it now seems probable that the public will be compelled to wait until their report is received to know the facts. In the meantime the President of the United States, the members of his Cabinet and the men who control the sentiment and acts of Congress, following the suggestion made by Capt. Sigabee, of the ill-fated ship, immediately after the disaster, are withholding their opinion of its cause. The President still hopes that the American public will be equally forbearing, so that the investigation of the direful calamity may be pursued without prejudice, and controlled only by a desire to learn the truth.

There is no foundation for the widely published reports that the President and the Secretary of the Navy, or either of them, is in receipt of secret despatches throwing light upon the causes that wrecked the Maine. One of the first acts of President McKinley, after receiving the startling despatches from Havana in the gray dawn of yesterday, was to voice the hope that no official of the Government would express an opinion that would needlessly add to the ill feeling already existing in this country against Spain, and that the citizens of the United States generally would be patient under provocation and not make matters worse by illadvised comments upon a subject of which they must necessarily know very little. President McKinley yesterday directed that all despatches received at the Navy Department should be promptly made public, and this order has been carried out. What the President and Secretary Long know about the loss of the Maine the public knows, and the Administration intends that this policy shall be carried out to the end.

Being in profound ignorance, therefore, of the agency that is responsible for the terrible explosion which destroyed the Maine and killed her loyal sailors, the people of Washington are still in a state of suppressed excitement, and over the city hangs the shadow of the awful event, which seems to grow more grave each hour. In accordance with the President's order issued last night, the flags of all the public buildings flew at half-mast from early morn today, and on many private residences and places of business the national colors were displayed with the like sign of the nation's mourning. Social events of an official or semi-official character have been postponed or abandoned, and the expressions of condolence from the rulers of nearly all the countries of the world are piled high upon the desk of the Secretary of State. Last night the President was to have given the fourth and last of his series of ns, and to-night he was to have received the public at the only function of the season to which all were welcome without invitation. Both affairs were abau-doned, and to-night the President, instead of shaking the hands of thousands of his fellow citizens, is sitting in his office, as he was last night, receiving despatches, conferring with his official advisers, and giving directions for the pursuit of the inquiry into the causes of the great disaster, making suggestions for the care of the survivors, and mapping out the work of the officials of the Administration. During the two days that President McKinley

and his Cabinet have given to the consideration

of the details of the apalling event they have that the threatening friction between the United States and Spain caused by the incident which resulted in the abrupt resignation and departure from the United States of the Spanish Minister, Dupuy de Lome, had been amicably adjusted in a manner satisfactory to the United States and consistent with dignity and honor of the President. On Monday evening last a despatch was received from Mr. Woodford at Madrid, indicating that Spain had determined to disayow the letter of Dupuy de Lome, and they have since waited pa-tiently for the formal ratification of the Minister's despatch. It came to-day, and to-night there lies on the President's office desk, among the mass of telegrams and other official documents, a second telegram from Minister Woodford, sent from Madrid to-day, containing a full abstract of the note handed him yesterday by the Spanish Gov-ernment expressing its regret for Dupuy de Lome's unfortunate act and repudiating the sentiments of his letter to Senor Canalcias. This despatch closes finally the incident of the letter, and as the indiscreet diplomat who wrote it sails away across the ocean to Spain, the Administration turns its attention to the later Spanish 'incident," calm in the belief that at least one great danger of war has been put behind them.
A persistent attempt has been made to-day also to spread abroad the belief that because of the suspicion which undoubtedly lurks in the minds of a great majority of the American people that Spain is in some way responsible for the overwhelming calamity, therefore the Spanish man-of-war Vizcaya, now approaching the harbor of New York, will enter that port at its peril. It has even been said that the Spanish officials have warned her of her danger and directed her to turn back and avoid entering any port of the United States. There is no truth in all this. The Spanish war vessel has the same right to visit the ports of the United States n time of peace that the Maine had to go to Cuba on her peaceful but fateful mission. It is hardly o be expected that the Spanish man-of-war would be received with huzzas, but she will be treated with respect and an opportunity will be afforded the officers of inspecting her and learning for themselves how she compares with the best of the modern vessels of the United States navy. No obstacle will be placed before the Spanish battleship in any American harbor, and it is to be hoped that she will not meet the fate that overtook the Maine with such startling auddenness and direful results.

The question of ordering another warship to Havana to take the place of the Maine has been carefully considered by the President and the Secretary of the Navy, and it has been decided that it is not necessary to send another ship just now. There are already United States ships at Havans, and the moral effect of their presence is felt to be the same, whether they are battleships or merely supply vessels. If any hip should be sent to Havana in the immediate future, it would probably be the New York, the flagship of Admiral Sicard.

The fact that the President is not expecting war at a moment's notice does not indicate that the Administration is not making ready for it. They realize as fully as the general pub-lic can the force and wisdom of Washington's admonition: "In time of peace pre-pare for war." This is just what the Administration has been doing for several nonths past, and the increased activity among the officials of the War and Navy departments, poticeable during the past day or two, means that they are getting ready for any emergency.